THE CANADIAN PACIFIC ROUTE.

THE QUEEN'S HIGHWAY, from Ocean to Ocean. By STUART CLEMENTARIE & O. pp. 431. London: Sampson Low, Marston, Scarle & Rivington, Chicago: A. C. Metling & Co.

Mr. Cumberland was commissioned in the summer of 1886 by a syndicate of Australasian, Indian and English newspapers to describe the country traversed by the new Canadian Pacific Railway, nd under this charge he made the long journey by rail from Vancouver to Halifax, being, as he says, not only the first through passenger, but " positively the first person to go over the line of rail between the Pacific and the Atlantic in a journalistic sease." We do not know what it is to go over a line men jourantistic sense; but what Mr. Cumberland accomplished is easily told. He travelled and night over the new road, stopping only at Winnipeg. When he reached familiar ground he seems to have stopped oftener. Thus while he has en able to describe from personal observation the Pacific terminus of the road at Vancouver, Winnipegand its neighborhood, and the cities of Ottava. Montreal, Quebec and Hahtax, his knowledge of the Northwest ra region opened by the rathroad is confined to what he could observe from the car windows, or learn from fellow-travellers and other persons with whom he talked on the way. This is not a satisfactory equipment, and when it is added that Mr. Cumberland's information historical, political and general subjects is loose, and that he has no literary gift, has made a poor book. In point of fact, however, he has succeeded, by main force as it were, in putting together a fairly readable and not useless volume, one of a class of books extensively manufactured in England, which circulate while their subject is fresh and are quickly

forgotten. The island of Vaucouver he declares to be a veritable Garden of Eden, and its climate the most delightful in the world. But his experience of the climate ems to have been confined to a few days in July, during which he made pleasant excursions along the shores; and the Garden of Eden, he confesses, has very little arable land, while much of its forest land would not pay for the clearing. The town of Vancouver is not on the island, but at the mouth of a fine inlet on the matuland. Mr. Cumberland arrived there six weeks after it had been totally destroyed by fire and the work of rebuilding was then going on with great energy among the smoking runs. The terminus of the railway is to be removed to this town from the present station at Port Moody, an insignificant place connected by a steamboat route of ninety miles with the real point of arrival and departure, which is Victoria, on Vanconver Island, the capital of the province and the foreign shipping port. Mr. Cumberland writes at some length of the climate and resources of British Columbia, but he does not cite his anthorities, and his own opportunities for investigation were. as we have seen, extremely meagre. His estimate of the province is favorable, but he does not believe that it can be adapted to farming on the large scale which is now found most profitable. "It is true that the climate is admirable and that the soil is often very good; but the good spots do not lie close together, it being only here and there that you come across lands suitable for farming purposes. The country seems destined therefore to be divided into small holdings and occupied by settlers of moderateambition. Our traveller was not agreeably impressed by the aspect of the prairie country of the provinces of Aiberta and Assiniboia, and he quotes with sarcastic incredulity some scientific testimony to the value of the unpromising looking soil. "It is perfectly correct," he remarks, "that, as compared with the United States, Canada has no really bad lands to speak of, but that she has a good deal of indifferent land no one can deny; and Canada's best friends must admit that a great portion of such land lies in the Northwest Territories.' We who remember how much of the hidden under a crust of apparent sterilty, know bow to take at their value these agricultural observations from a railroad train. Mr. Cumberland's denunciations of this prairie country compare queerly with a map at the end of the book in which the same region is markel "Soil good, all fit for settlement." From which we may fairly conclude that he had no hand in making the map, but con-

veyed it from some source not reveated. The descriptions of mountain scenery we may pass over, stace they are hardly graphic enough to repay quotation. With aid from some very bad process pictures the author conveys some idea of the grandeur and variety of the views and the picturesqueness of the engineering works which interest the traveller portion of the line; but whether in these respects the Canadian Pacific is more attractive than other rontes does not appear from his account. A stay of a few days at Winnipeg seems to have been induspicked up much interesting information about the operations, past and present, of the Hudson's Bay Company. Among the curious things which he ob served here was an experiment in raising tame buffaloes, the herd then numbering 59. To avoid deterioration through in-breeding, the owner had tried crossing the buffalo with the domestic cow. The result was highly satisfactory, the cross quickly reverting to the type of the sire and all trace of the cow being lost in the third generation. After leaving Winnipeg Mr. Cumberland enters a region which has been amply described, and we can well Canadian cities should have been written, unless to round out the tour prescribed by the syndicate

afford to let him finish his journey alone. There is really no good reason why his chapters on the of newspapers. He has something to say of the Canadian Pacific as a rival to American routes which may be worth our attention. By the line of Liverpool, Quebec. Vancouver, Yokohama, he calculates that the shipper saves between England and Japan 469 miles of Atlantic navigation, 218 miles of rail and 238 miles of Pacific navigation over the line by New-York, Omaha and San Francisco. The difference is so small that the rivalry, if there should be any, would be practically reduced to competition in the running of trains. Here Mr. Cumberland thinks that the Canadian Pacific would have an advantage in the bareness of the country through which it passes. There are hardly any important towns on the route, stopping places are far apart, and it would consequently be easy to maintain uniform high speed. This argument shows an odd conception of the problems of railroad management. Mr. Cumberiand forgets that high speed cannot be maintained where it will not pay, and he forgets also that the time between New-York and San Francisco, as well as between San Francisco and Japan, can be considerably shortened whenever business reasons call for the change. The fact that Quebec is frozen up for nearly half the year is a commercial difficulty only partly avoided by the accessibility of Portland and Halifax; and there is no immediate prospect of realizing the scheme of the Canadian Pacific people for a railway line across the State of Maine to Louisburg. The project of a railway from Winnipeg to York Factory, on Hudson's Bay, and a steamship line thence direct to Liverpool, seems to Mr. Cumberland full of danger to the American trunk toads, threatening as it does to tap the great wheat region of our Northwest. He is not acquainted with the result of the Government inquiries into the length of the season of navigation in Hudson's Bay, but he has a general idea that it was favorable to the enterprise. Since he wrote, however, a report on the subject has been made public, from which it appears that the route would be practicable only from the 1st of July to

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School for both sexes. Founded in 1784. A very agreeable home; thereogh instruction in common English, in music, and in art. Most approved preparation for college. Address AUGUSTINE JONES, LL. B., Principal. MITCHELL'S BOYS' SCHOOL, Billierica, on the Boston and Lowell, and the Boston and Lowell B. R. A strictly select family school for boys from 7 to 15 inclusive, Fall term commences Sept. 12. Send for circular to M. C. MITCHELL, A. M., Principal. SOUTH JERSEY INSTITUTE, Bridgeton, M. C. MITCHELLA A. M., Principal.

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A select boarding school for boys and young mon at
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and delightful cadet quarters: thorough military organization. Courses of study preparatory to college or business,
also classes in elocution, dancing, music, drawing, fencing
and horse-manship. tion. Courses of study, dancing, music, drawing, also classes in elecution, dancing, music, drawing, and horsemanship, and horsemanship.

The fifty-fifth year begins Sept. 15th, J. HOWE ALLEN, A.M., Principal.

For Boys and Young Men—Country.

LESLIE'S ENGLISH AND CLASSICAL
SCHOOL FOR BOYS, Poughkeepsie, N. Y., reopens
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soys for College. Number received into the family limited
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New Ton (N. J.) INSTITUTE.—Beautiful, homelike, healthy, high (759 feet). Young boys a specialty, primary, English commercial, academic, college preparatory, music, art; gymnasium, physical development; bathrooma, hot and cold water; extensive grounds; riding departments of the second and performed the second and perfor

WYOMING SEMINARY AND COMMER-CIAL COLLEGE, Kingston, Penn.—The largest col-lege-preparatory school in the State: students admitted to college without condition: advantages of the highest order in the art, musical and commercial departments: degrees given to ladices situated in the far-famed Wyoming Valley; beau-tiful campus; ladies' hall handsomely furnished: steam heat and Edison electric light throughout the buildings: chemical and physical laboratories: two reading-rooms; large library; eighteen instructors; \$200 a year; fall term begins Angust 31. Rev. L. L. SPRAGUE, D. D., Pres. \$300 -MAPLEWOOD INSTITUTE, for one, Students prepared for college or business. Backward-pupils privately tutored. Special cars to little boys, no extra. JOS. SHORTLIDGE, A. M., Principal.

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Academy or Business. Address Dr. C. R. WARRING, Prin. RUTGERS COLLEGE GRAMMAR SCHOOL, Founded 1770. Boarding and day school for boys and roung men. 150 students, boarding land day school for boys and roung men. 150 students, boarding land day school for boys and roung men. 150 students, boarding land to the Arrepares for college or business. LAST YEAR \$700 TAKEN IN PRIZES FOR REST COLLEGE PREPARATION. One student prepared by one of the teachers recently took \$300 entrance price at Harvard. Twenty-six sent to college this year and others into business.

College fown attuniates to study. Use of college library. &c. Teachers are experienced men and live with the boys. Seme rooms arranged in suits of a study room, 14x14, with two single bedrooms adjoining. Single rooms if desired, bleam heat. Athlettes. Healthful. One hour from Now-Tork. \$90 per quarter.

BREAKFAST.—"By a thereugh knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the the properties of well-selected Coco, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many heavy doctory bills. It is by the full tious used—such articles of diet that a constitution may be gradually builtup unfiltering enough to resist every tendency to disease. Hundreds of subtle maladies are footing around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well. For fill service disease. But our property nourished frame,—Civil service disease.

Made simply with boiling water or milk. Sold only in half erly nourished frame."—Civil service Gazetta.

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Both Sexes-Country.

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MRS L. SEELY. 68 WEST 22D-ST.,

Servants disappointing families will be excluded from my office.

COOK.-By a young Swedish woman as com-

COOK.—By a young North of Ireland Protestant woman as rook; makes excellent souns, ances, dexerts, is also a good bread and biscutt maker; best references. Call #1 602 5th ave., upstairs. COOK and LAUNDRESS.—By a neat, smart young woman, excellent cook; fine haundress; good bread and obscult maker, sonpa and deserts; city or country, city or country reference. Call 1,035 thave, between 57 and 58th sts. COOK, CHAMBERMAID, WAITRESS. — Scharate or together; city or country; not afraid of work; gold dook, laundress, capable waitress or nurse. Call 270 6th ave, near 17th-st.

HOUSEWORK.—By a respectable young from Protestant; competent cook, washer and willing and obliging; references; city or country. HOUSEWORK.—By a neat German girl; good cook and baker; makes fine bread, blscnif, &c.; excellent laundress; city or country; wages rensonable; a year's reference. 234 3d-ave. HOUSEWORKER.—By a smart young and tidy; while and obliging; wants work; city occurry, etty references. Call 1,035 6th ave., bet. 57th and 58th sta.

HOUSEKEEPER.—By a respectable young woman who has small child as working housekeeper in welower's family, little pay, be at references, no triflers, AMERICAN, Tribune Uptown Office, 1,238 Broadway. AUNDRESS.—By a first-class laundress, to take washing and troning home; gentlemen's wash preferred. 246 East 41st-ste ring 34 bell.

NURSE.—By a capable and trustworty young woman as infant's nurse; can take entire charge sight and day; best recommendations from first-class faulties. Call at 692 6th ave., up stairs. SEAMSTRESS.—By a seamstress to do sew-ting at home or by the day; terms, 75 cents a day; but touchole mending or dressmaking. 158 West 28th-st, 1st floor, WASHING.—By a respectable woman to do would go out by the day, understands fluting and puffing chidren's ciothing done in the nextest manner; flamels washed the same as new; best references if required. Call or address Mrs. McCORMACK, 341 East 55th at., first floor

LAUNDRESS. - A Protestant woman, an excellent laundress, wishes some more gents' or family washing. Mrs GRAHAM, 746 oth-ave.

WASHING WANTED. -By a respectable colored woman for private family, or single lady or gentleman; excellent washer and ironor, good reference given. Mrs. ADKINS, 222 East 97th-st.

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BUTLER.—By a respectable Protestant young man single, in private family; thoroughly understands all his work; city or country; excellent references. Address EMILE, 648 6th ave. top floor. COACHMAN.—By a first-class man; sober, competent and reliable, which 10 years' city references will certify; last employer can be seen. Call or address COACHMAN, 111 West 29th at. COACHMAN.—By a first-class man; married; whom he has served ten years. Address L J. R., 122 West 64th-st. COACHMAN-GROOM. — By a competent, useful, soher young man; good driver; can do garden work and keep a gentleman's place in order; obliging, and not afraid of work; good reference. WORKER, Tribune Uptown Office, 1.238 Broadway.

COACHMAN and GROOM.—By a thoroughly competent man in private family, has always been with first-class families; city or country; can make himself generally useful; best city reference. Call or address 310 Madison-ave. GARDENER.—By a young man, married, a situation on gentleman's place: uniteratants the care of greenhouses, flower bads, roses; good reference; low wages. E. A. K., Triume office, N. Y.

GARDENER.—By a working gardener; perfectly understands management of greenhouse, flowers, truit and vegetables; can milk if required; can dealt repairs connected with place; long and satisfactory reference; wages moderate, Address GARDENER, Tribune Uptown Office, 1,238 Bross way.

1,238 Broseway.

GARDENER.—By a married man; no children; oh a gentleman's place, understands greenhouses, coal frames, all kinds of vegetables and fruit, can milk if required; wife willing to live outas first-class English cook; understands milk and butter; first-class city reference. Address N. M., Box 26, Tribune Office. NURSE, &c.—As nurse or attendant to an invalid gentleman; speaks German and English; good rubber; can shave, no objection to travelling; first-class references. D. K., Tribune Office. SITUATION WANTED AS JANITOR.—By married couple; no children; handy and can do all kinds of repairs; five years' experience; best reference. Address Walt. HAM SCHMITT, Tribune Uptown Office, 1,238 Broadway.

Belp Wanted. WANTED.—An experienced Protestant wait-reas. Apply with recommendations at 24 North Washington Square on Tuesday, the 16th, bet. 12 and 2 o'cl'k.

A select private hotel, newly and richly furnished throughout; appointments and quisine strictly first-class; a beautist and refined home for families and single gentlemen; as and refined home for families and single gentlemen; as years tages, principal thesiras, stores, dec. rates reason private house; special summer terms. 30 WEST 26TH-ST,-Miller's Hotel; 100 rooms; suites for families; single rooms; first-diss

EDW. H. PERKINS, Jr.,
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GILES E. TAINTOR,
JAMES THOMSON, HORACE J. MORSE, THE COMMITTEE FOR THE REORGANIZATION OF THE BUFFALO, NEW-YORK AND PHILADEL-

PHIA RAILROAD COMPANY BUFFALO, NEW-YORK AND PHILADELPHIA RAILROAD COMPANY who have not joined the plan of reorganization of February 15, 1886, and deposited the size curities thereunder, may do so upon the payment of the present penalties until the 24TH DAY OF AUGUST. 1887. after which date accurities will only be almitted upon payment of 10 per cent upon each share of commonsy preferred stock and 5 per cent upon the face value of bonds deposited.

A. MARCUS, Secretary.

New-York, July 21, 1887.

Imaneral.

TO THE STOCKHOLDERS OF THE

NORTHERN PACIFIC RAILROAD CO.

The undersigned, representing for themselves and others a very large ownership in the Northern Pacific Railroad Company, believe that a change in the Board of Directors will promote the best interests of the Company and bring better results to the stockholdera.

We have therefore decided to prepare a ticket for the com-ing election, which will include some of the members of the present Board and others who can be relied upon for effective service, and for which we ask the support of all stock-holders.

prepared or the policy to be pursued will please call upon

ELIJAH SMITH. Prostdent Oregon and Trans
continental Co.,
JOHN D. ROCKEFELLER,
CHAS. L. COLBY,
MOORE & SCHLEY,
DRAKE, MASTIN & CO.,
PROBET & CO.,
MACKINTOSH, KLOUS

San Antonio and Aransas Pass Railway

FIRST MORTGAGE

6 Per Cent Gold Bonds.

Principal and interest payable in New-York City.
WE OFFER FOR SALE A LIMITED AMOUNT of
these Bonds at 91 and accrued interest, subject to advance in
price without notice.

S. M. SWENSON & SONS,

216 BROADWAY.

NOTICE IS HEREBY GIVEN TO HOLDERS OF SECURITIES OF THE

Central Iowa Railway Company,

that AUGUST 22 has been fixed as the LIMIT OF

It is required that BONDS be deposited on or before that date with the MERCANTILE TRUST COMPANY, for

Holders of DEBT CERTIFICATES may assent upon pay-

STOCKHOLDERS who have not assented can do so upon payment to the Trust Company of the first installment of two

After August 22 no securities will be received, except where special reasons exist, and upon payment of such penalty as

TIME for entering the reorganization.

which negotiable receipts will be given.

dollars per share, with interest from July 20.

40 WALLST., NEW-YORK, July 26, 1887.

Full particulars will be furnished on application.

dent Oregon and Trans
continental Co.,
JOHN D. ROCKEFELLER,
CHAS. L. COLBY
MOORE & SCHLEY,
DRAKE, MASTIN & CO.,
HENRY CLEWS & CO.,
COLGATE HOYT,
LADENBURGH, THALMAN & CO.

SALE A FULL LINE OF CHOICE SECURITIES FOR INVESTORS.

GRISWOLD & GILLETT,

WE HAVE ALWAYS ON HAND AND OFFER FOR

REORGANIZATION OF THE PHILADELAND AFFILIATED COMPANIES.
Notice is hereby given that the fourth and last instalment
of 25 PER (ENT of the contribution required upon the stock
and securities deposited with Messrs. Brown. Brothers &
Cempany under the Plan of Reorganization of the above
Company under the Plan of Reorganization of the above
Company under the Plan of Reorganization of the above
Company under the Plan of Reorganization of the above
REPITEMBER 18T, 1887.
Payments are to be made at the office of Messrs. Brown
Brothers & Company, in the cities of New York and Philadelphila. Brothers & Company, in the cities of New York and Philadelphila.

By order of the Board of Reconstruction Trustees.

JOHN B. GARRETT, Chairman,

ANGLO-SWISS CONDENSED MILK CO.,

CHAM, SWITZERLAND.

WITH PRIOR RIGHT OF SUBSCRIPTION FOR

BIGHT OF SUBSCRIPTION FOR

The General Meeting of Sharoholders held April 16, 1887,
authorized the emission of 5,000 new shares at the par value
of 500 francs, to participate in dividends equally with old
shares, beginning with the dividend coupon payable May 1,
1888.

The subscription will open Sept. 1 and close Sept. 8, 1887.

1888.

The subscription will open Sept. 1 and close Sept. 3, 1887.
Full prospectus and forms of subscription may be obtained at the company's New-York office, 82 ftudson st. the company's New-York office, 82 Hudson 81.

UNITED STATES EXPIRES COMPANY,
THEASURER'S OFFICE,
82 BROADWAY, NEW-YORK, July 27, 1887.

ME TRANSFER BOOKS of this company
will be closed August 24. will be closed August 2d at 3 p. m., and reopened August 16th, 1887.

Dividend Notices. AMERICAN LOAN AND TRUST COMPANY,
118 BROADWAY,
NEW YORK, July 14, 1887.

A DIVIDEND OF THREE (3) PER CENT
on the capital stock of this company has been declared,
payable on and atter September 1, 1887, as the office of the
company. Transfer books close August 13 at 3 p. m., and
open the moraling of the 2d day of September next.
W. D. SNOW. September. Chicago and altos Ramboad Company, Chicago and altos Ramboad Company, Chicago, Illa, August I. 1887.

NOTICE.—A quarierly dividend of TWO DOLLARS PER SHARR has this day been declared on the Preferred and Common Stock of this company, parable on the first day of Reptember aext to stockholders of record at the close of business hours on the different instant. The dividend on shares registered in New York will be past at the office of the coultany's agents, Messrs, John Faion & Co., No. 52 Williamst. New York, and the dividend on shares registered in Chicago will be paid at the office of the Treasurer of the company.

C. H. FOSTER.

Treasurer.

TO THE HOLDERS OF

DETROIT DIVISION MORTGAGE BONDS

WABASH, ST. LOUIS AND PACIFIC RAILWAY COMY,
Under the plan for reorgonizing the DETROIT DIVISION
MORTGAGE of the Wabash, St. Louis and Pacific Ballway
Co. 25 per cent is now payable at the office of The shereat
the Trust Co., No. 120 Breadway, to the holders of bonds of
said Division who deposit their bonds at that office and as
sent to said plan. said Division who deposit their bonds at that once and a sent to said plan. For the Purchasing Committee, New-York, Aug. 15, 1887. O. D. ASHLEY, Secretary.

New-York, Aug. 15, 1887. O. D. ASHLEY, Secretary.

THE MARQUETTE, HAUGHTON AND ONTOXAGON
RAHABOAD CO.
NO. 10 WALL-ST., NEW-YORK, Aug. 4, 1887.

THE Directors have this day declared a semit
annual dividend of THREE (3) PER CENT n on the
preferred stock of this company, payable on August 12, 1837.

It the office of the company.
The Transfer Rooks will be closed at 3 o'clock p. m. on
Tuesday, August 9, and reopened at 10 o'clock a. m. on
Wednesday, August 17, 1887. L. M. SCHWAN, Secretary. Bankers and Brokers.

KOUNTZE BROTHERS,

120 Broadway (Equitable Building), New-York

Draw Bills on the Union Bank of London,

Make Cable Transfers

Issue LETTERS of CREDIT and CIRCULAR NOTES for the use of travellers, available in all parts of the world. P. W. GALLAUDET & CO., BANKERS. COMMERCIAL PAPER, STODES AND BONDS UNITED BANK BUILDING. WALLST, CORNER BROADWAY,

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Broadway and 41st-st., New-York.

The most comfortable Hotel on the American pian in the city. Each suite of rooms has porcelain bath and private half-cuisine and service unsurpassed.

L. STEINFELD, Manager.

MANSION HOUSE

Business Chances.

THE WILTON,